

SENATE RECORD VOTE ANALYSIS

105th Congress
2nd Session

Vote No. 28

March 11, 1998, 6:00 pm
Page S-1762 Temp. Record

HIGHWAY REAUTHORIZATION (ISTEA)/Committee Substitute, Cloture

SUBJECT: Intermodal Surface Transportation Efficiency Act of 1997 . . . S. 1173. Lott motion to close debate on the committee modified substitute amendment, as amended.

ACTION: CLOTURE MOTION AGREED TO, 96-3

SYNOPSIS: As reported, S. 1173, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1997, will reauthorize for 6 years the Federal-aid highway, highway safety, and other surface transportation programs. A total of \$145 billion will be authorized, which represents a 20-percent nominal and 5-percent real increase over the previous 6-year authorization. (Due to a filibuster, S. 1171 was returned to the calendar last year, and Congress passed S. 1519 to provide a 6-month extension of the highway bill instead.)

The committee modified substitute amendment, as amended, would authorize a total of \$214.3 billion for transportation projects over the next 6 years. Most of that spending would be provided as contract authority, which is a form of direct spending the outlays for which are counted under discretionary outlay budget caps and are limited by annual obligation limits set in appropriations bills. The Chairman of the Budget Committee has indicated that it is his intent to propose in the Budget Resolution a reduction of other discretionary outlays or mandatory outlays in order to offset the expected increased outlays for transportation. Many House Members have stated that they favor increasing spending by even more than proposed in the Senate bill (primarily in order to fund an estimated \$9 billion in "demonstration" projects; for related debate, see vote No. 29). They have also suggested allowing the increased spending to be "off-budget," deficit spending. The bill was originally reported by the Environment and Public Works Committee with \$145 billion for the Federal-Aid Highways Program. A bipartisan amendment was then adopted to increase the amount provided for the Federal-Aid Highways Program by \$25.8 billion. That amendment was adopted due to an increase in the amount in the highway trust fund that came from transferring the future proceeds from the 4.3-cent-per-gallon gas tax that was enacted in 1993 from the general fund of the Treasury to the transportation trust funds (80 percent for highways and 20 percent for mass transit). A Banking Committee amendment was also adopted to authorize \$41.3 billion for transit programs (see vote No. 25);

(See other side)

YEAS (96)				NAYS (3)		NOT VOTING (1)	
Republican (52 or 95%)		Democrats (44 or 100%)		Republicans (3 or 5%)	Democrats (0 or 0%)	Republicans (0)	Democrats (1)
Abraham	Hatch	Akaka	Inouye	Kyl			Kennedy ⁻²
Allard	Helms	Baucus	Johnson	McCain			
Ashcroft	Hutchinson	Biden	Kerrey	Specter			
Bennett	Hutchison	Bingaman	Kerry				
Bond	Inhofe	Boxer	Kohl				
Brownback	Jeffords	Breaux	Landrieu				
Burns	Kempthorne	Bryan	Lautenberg				
Campbell	Lott	Bumpers	Leahy				
Chafee	Lugar	Byrd	Levin				
Coats	Mack	Cleland	Lieberman				
Cochran	McConnell	Conrad	Mikulski				
Collins	Murkowski	Daschle	Moseley-Braun				
Coverdell	Nickles	Dodd	Moynihan				
Craig	Roberts	Dorgan	Murray				
D'Amato	Roth	Durbin	Reed				
DeWine	Santorum	Feingold	Reid				
Domenici	Sessions	Feinstein	Robb				
Enzi	Shelby	Ford	Rockefeller				
Faircloth	Smith, Bob	Glenn	Sarbanes				
Frist	Smith, Gordon	Graham	Torricelli				
Gorton	Snowe	Harkin	Wellstone				
Gramm	Stevens	Hollings	Wyden				
Grams	Thomas						
Grassley	Thompson						
Gregg	Thurmond						
Hagel	Warner						

EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

that amount was \$5 billion greater than the amount originally proposed by the Banking Committee. Approximately \$31 billion of that amount would be contract authority out of the mass transit fund. The additional \$5 billion authorization would be subject to appropriations from the general fund of the Treasury. The amounts made available under this bill for fiscal year (FY) 1998 would be reduced by the amounts made available for FY 1998 by the short-term highway bill enacted last year; this technical provision would prevent double-funding in FY 1998. Under the Federal-Aid Highway Program, each State would receive an annual allocation no less than 90 percent of the amount that it paid in gas taxes for the program. Other amendments were adopted that were intended to raise the minimum allocation to 91 percent. No minimum allocation would be adopted for transit funding. Overall, the committee substitute would change funding patterns from the previous 6-year highway bill to shift funding to swiftly growing States in the South and the West. For additional details, see vote No. 30.

On March 6, 1998, Senator Lott sent to the desk, for himself and others, a motion to close debate on the committee substitute amendment. By unanimous consent, the vote on that motion was scheduled for March 11, 1998.

NOTE: A three-fifths majority (60) vote is required to invoke cloture.

Those favoring the motion to invoke cloture contended:

The Senate has made good progress in the consideration of this bill. Compromises on many contentious issues have been reached and passed by voice vote, and a few recorded votes have been held to resolve other disputes. Some concerns still remain to be addressed, but they can be taken care of in post-cloture debate. We are confident that cloture will be invoked--Senators have worked in a strong bipartisan fashion to develop a bill that has overwhelming support. We are very near to passing this critically important infrastructure bill.

No arguments were expressed in opposition to the motion.